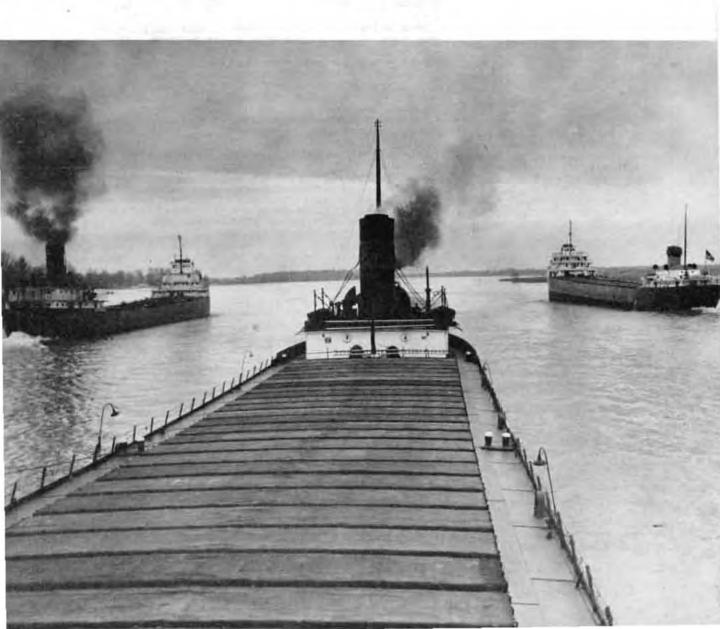
PROCEEDINGS OF THE

MERCHANT MARINE COUNCIL



Vol. 6 March 1949 No. 3



MERCHANT MARINE COUNCIL

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Mention of source will be appreciated.

The Merchant Marine Council of the United States Coast Guard

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For each meeting two District Commanders and three Marine Inspection Officers are designated as members by the Commandant.

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Cover Picture: Three ore carriers on the St. Clair River, Courtesy Lake Carriers'		rriers

Record Tonnage Carried on Great Lakes in 1948

When the last Great Lakes freighter slid into its winter berth in mid-December, bringing the 1948 season to a close, swelling, triumphant waves of statistics washed over the desks of shipping executives, leaving a mounting residue of records likely to stand for a long time.

Never before, in peace or war, has so much coal been moved on the Great Lakes in a single season—60,442,989 net tons. The best previous record was established at the height of World War II, in 1944—60,163,330 net tons.

Never before, in peace or war, has so much limestone poured from cargo holds of lake freighters—22,282,425 net tons, easily exceeding the 1947 record of 20,891,130 net tons.

Never before, in time of peace, have such tremendous cargoes of iron ore come down the lakes—82,937,192 gross tons—a huge 5,000,000-ton margin over the 1947 record, and topped only by the war years of 1942 and 1943 when 92,076,781 and 84,404,852 gross tons, respectively, were carried.

And finally, the grandest figure of all is the total tonnage of the four principal cargoes—ore, coal, limestone, and grain. Not even in World War II, nor in any previous year, whether in peace or war, has the Great Lakes fleet carried such a tremendous volume, a record-shattering total of 185,359,835 net tons, bettering 1944's record by 1,200,000 net tons.

Gratified by the results and conscious of the appreciation of the steel industry in having an adequate stock of ore for capacity production all winter with a probable stock pile of 18,000,000 tons by April 1, Great Lakes operators well know that to accomplish this performance, everything had to be in their favor.

John T. Hutchinson, president of Lake Carriers' Association, summed it up when he pointed to the following factors which largely accounted for the records:

> Phenomenally good weather at the beginning and end of the season

> An early start—a full week earlier than in 1947;

> A larger ore movement by the Canadian fleet in 1948 than in 1947;

> Complete absence of any work stoppages during the entire navigating season:

> Less labor turn-over in the lake fleet, requiring less retraining and bringing more efficiency:

> Smooth cooperation between mines, docks, vessels, and operators ashore; and

> Improved dock facilities, notably at Lorain and Toledo.

The records were more remarkable in that fewer vessels comprised the 1948 fleet—266 as compared with 275 engaged in the 1947 ore trade.

Mr. Hutchinson, at the close of the season, when commenting on the record traffic, pointed out that the previous record of 1944-a war year-was the result of an unequalled tonnage of iron ore, with the movement of other commodities having been restricted. In contrast, the 1948 shipments represented a carefully coordinated traffic pattern. While the excess of tonnage over 1944 was a comparatively modest margin, a more appropriate comparison with 1929, the peak of the prewar prosperity period. shows a margin of 50,000,000 tons for 1948's performance. The 1929 figure was 138,574,441 net tons.

The Great Lakes trade is unusual in

that for a period of approximately 8 months out of each year Great Lakes vessels must carry sufficient food, fuel, and materials to last for a whole year's operation of vital industries dotting the shores of the Great Lakes as well as many inland cities near the Lakes. During the winter months the Great Lakes are usually "frozen in" and only specially built vessels. such as passenger vessels with special ice-breaking facilities, are operated.

During the summer months the sight of many steamers plying the waters of the Lakes is so common that few realize the great service rendered by the Great Lakes vessels to the economic life of the United States. The cover picture is an example of a typical summer scene in the St. Clair River, which connects Lake Huron and Lake St. Clair. The cover picture shows three large ore carriers passing at close quarters. The vessel on the left is the S. S. Reiss Brothers loaded with 12,000 tons of coal. The vessel at the right is the motorship Henry Ford II. The middle vessel is the S. S. E. N. Saunders.

The navigation of freighters on the Great Lakes often calls for unusual maneuvering since schedules call for maximum speed wherever possible. The piloting required in the situation on the cover picture is an example of the maneuvers on the "must list" that a captain or pilot of a Great Lakes vessel must be capable of performing before being considered qualified to be placed in charge of 17,000 tons of property and 40 or more

MERCHANT MARINE SAFETY ON THE GREAT LAKES

While new records were being set in 1948 for tonnage carried on the Great Lakes, the United States Coast Guard geared its merchant marine safety activities to the record-breaking pace of shipping operations. Prior to the opening of the 1948 Great Lakes navigation season Coast Guard inspection officers collaborated with agents of shipowners, classification societies, and shipyards in inspecting Great Lakes vessels to determine the repairs, alterations, and replacements necessary to place the vessels in seaworthy condition so that they could be expected to operate without interruption during the year. Coast Guard inspection officers from other districts were temporarily assigned to the 9th Coast Guard District to assist in making these inspections. When the deficiencies were remedied the fleet was ready for the opening of the season.

Before the opening of the 1948 sea-

son the Lake Carriers' Association Ice CARGO CARRIED ON GREAT LAKES IN 1948 Committee convened. The committee, on which the Coast Guard is represented, meets annually to decide (1) whether the ice will permit operations without too great a risk of damage to the vessels, and (2) whether the ore will be sufficiently thawed out to make it available for loading into the first vessels upon their arrival at upper lake ports. The committee's report indicated that an earlier start than usual could be made from most ports. However, it was necessary for the Coast Guard ice breaker Mackinaw to assist in the Buffalo area to permit some 14 vessels which had wintered in that port to make an early start for upper lake ports for loading.

Despite the early start of this fleet of bulk carriers the demand for Iron ore was so great that it could not be met by normal operations. In order to increase the amount of ore carried the Commandant of the Coast Guard issued waivers of the Load Line Regulations to permit deeper loading. These waivers were issued pursuant to statutory authority after conferences with classification societies to determine that the vessels concerned were structurally sufficient for deeper loading. The waivers permitted increases of draft ranging from three to seven

The season was not without serious casualties, but most casualties were of a minor nature such as could be expected to occur with such accelerated operations as were carried on during the 1948 season. Investigations of casualties and accidents conducted by the Coast Guard were expedited in some cases through the use of the ship-to-shore telephone which permitted the master of a vessel, for example, which had been involved in a minor casualty on Lake Superior, to notify the Commander, 9th Coast Guard District, of the estimated time of arrival of his vessel at Cleveland. On receipt of the notice, preparatory measures were undertaken so that the investigation was made as expeditiously as possible to avoid delaying the vessel.

Coast Guard marine inspection activities on the Great Lakes during the 1948 season are reflected in the following statistics:

559 vessels underwent annual inspection.

551 visits were made by inspection officers to vessels undergoing repairs in drydock.

2,455 licenses were issued to masters, pilots, and engineers. More than 14,000 Merchant Mariners' Documents were issued. 276 investigations of casualties and accidents were made.

Fires are easy to start—but hard to stop

Commodity	Not tons,	Record or former record				
	Total 1948	Net ions	Year			
Iron ore (82,987,192 gross tons) Coal (bitumbous	1 92, 889, 655	103, 125, 905	1942			
and unthracite)	1 60, 442, 989	60, 163, 330	1914			
bushels) Limestone	9,741,766 122,282,425		1945			
Total	1185, 350, 835	1000001-11	1947			

New peacetime record,

WATCH for these hazards:

- 1. Slippery, wet, or oily decks.
- 2. Ice and snow on catwalks and platforms.
 - 3. Stumbling hazards.
 - Loose material under foot.
 - 5. Worn or broken treads on stairs.
- 6. Stairs, scaffolds, or platforms without guard rails.
 - Insecure platforms or scaffolds.
- Defective ladders or ladders not suited for job.
 - Open hatches.

MAILING LIST FOR "PROCEEDINGS"

It is required by the Regulations of the Joint Committee on Printing, dated July 1, 1948, that the mailing list for the Proceedings of the Merchant Marine Council be circularized to determine whether this publication is still desired by the persons to whom it is addressed.

To all addressees on the mailing list for the Proceedings a card will be sent requesting an affirmative reply, to be returned to the Commandant (CMC), United States Coast Guard, by no later than May 31, 1949. If you desire to continue to receive the Proceedings and you do not receive a card by May 1, 1949, it is suggested that you send a card to the Commandant (CMC). United States Coast Guard Headquarters, Washington 25, D. C., setting forth the following information:

- (a) Quantity desired.
- (b) Quantity now received.
- (c) Name and address to which the Proceedings are now sent.
- (d) The new postal address if different from that to which the Proceedings are now sent.
- (e) Name of firm, company, corporation, or individual requesting the Proceedings.

If no affirmative reply requesting continuance is received by May 31, 1949, the addressee's name will be removed from the mailing list.

MARINE INFORMATION BROADCASTS

The schedule of marine information broadcasts has been revised and appears in table form for ready reference. This information supersedes that published in the September 1948 Proceedings.

All radiotelegraph broadcasts will be preceded by appropriate announcement on 500 kilocycles, with subsequent shift to indicated station working frequency.

All radiotelephone broadcasts will be preceded by announcement on 2670 kilocycles of broadcast to follow on 2698 kilocycles. Radiotelephone broadcasts will be made once through at good writing speed.

Emergency information superseding that previously broadcast will be handled in the same manner as the original information and will extend the emergency broadcast an additional 6 hours.

Regular broadcast includes weather forecasts, notices to mariners, and hydrographic information.

Emergency broadcast includes storm warnings, advisories and urgent marine information.

STATIONS BROADCASTING MARINE INFORMATION

Station	Radio call	Nature of broadcast and times (g. c. t.)	Fre- quency	Emission
	-	[Regular: 0350 and 1550	425	A-1 (ew).
Boston, Mass	NMF	Regular: 0420 and 1620.	2008	A-3 (voice).
		Emergency: On receipt and on odd hour intervals. Regular: 0420 and 1620	480	A-1 (ew),
New York, N. Y	NMY	Emergency: On receipt and on odd hour intervals. Regular: 0450 and 1650	2608	A-3 (voice).
Tape May, N. J	NMK	Emergency: On receipt and on even hour intervals. (Regular: 0550 and 1750	2698	A-3 (voice)
		Emergency: On receipt and on even hour intervals. Regular: 1630	()	
altimore, Mit.	NMN 7	Regular: 1030 Emergency: On receipt and on odd hour intervals. Regular: 0450 and 1650	2608	3-3 (voice).
Vorfolk, Va	NMN	Emergency: On receipt and on even hour intervals.	410	A-1 (cw).
721. 1.4.0		Regular: 0520 and 1720 Emergency: On receipt and on odd hour intervals	2008	A-3 (voice).
ort Mucon, N. C.	NMN	Regular: 1700. LEmergency: On receipt and on even hour intervals.	2008	A-3 (voice).
harleston, S. C		Regular: 0420 and 1620 Emergency: On receipt and on even hour intervals	2698	A-3 (voice).
T		Regular: 0550 and 1750. Emergency: On receipt and on even hour intervals.	464	A-1 (cw).
acksonville Beach, Fla	NMV	Regular: 0620 and 1820 Emergency: On receipt and on odd hour intervals.	2698	A-S (voice).
		Regular: 0120 and 1620	425	A-t (cw).
tiami, Fia	NMA	Emergency: On receipt and on odd hour intervals. Regular: 0450 and 1650	2008	A-3 (voice).
t. Petersburg, Fla	NOF	Emergency: On receipt and on even hour intervals. Regular: 0420 and 1620	2008	A-3 (voice).
r. Priersmitte, Pin	301	Emergency: On receipt and on odd hour intervals Regular 0520 and 1720		V
New Orleans, La	NMG	Emergency: On receipt and on even hour intervals. Regular: 0550 and 1750	425	A-1 (cw).
	1	Emergency: On receipt and on even hour intervals	2698	A-3 (voice).
Jalveston, Tex	NOY	Emergency: On receipt and on odd hour intervals	425	A-1 (ew),
Mitchell Text-1111	2104	Regular: 0520 and 1720 Emergency: On receipt and on even hour intervals.	2698	A-3 (voice).
old on to		Regular: 0330 and 1530 Emergency: On receipt and on even hour intervals	127	A-1 (cw).
San Juan, P. R	NMR	Regular: 0300 and 1500 Emergency: On receipt and on odd hour intervals	2698	A-3 (voice).
	17.7	Regular: 0430 and 1030 Emergency: On receipt and on odd hour intervals	425	A-1 (ew).
ong Beach, Calif.	NMO	Regular: 0500 and 1700	2008	A-3 (voice),
		Emergency: On receipt and on even hour intervals Regular: 0400 and 1600	425	A-1 (ew),
lun Francisco, Culif	NMC	Emergency: On receipt and on even hour intervals Regular: 0430 and 1630	2008	A-3 (voice).
		Emergency: On receipt and on odd hour intervals. Regular: 0500 and 1700		
eattle, Wash	NMW	Emergency: On receipt and on odd hour intervals Regular: 0530 and 1730	1 425	A-1 (cw).
	300	Emergency: On receipt and on even hour intervals Regular 0530 and 1730	2008	A-3 (voice).
Kotchikan, Alaska	NOL	Emergency: On receipt and on even hour intervals	410	A-1 (cw).
Total Section 19 19 19	1	Regular: 0600 and 1800. Emergency: On receipt and on odd hour intervals.	2008	A-3 (volce).
		Regular: 0500 and 2100 Emergency On receipt and on local odd hour	425	A-1 (ew).
Honolulu, T. H.	NMO	Regular: 0030 and 2130		
		Emergency: On receipt and on local odd hour intervals.	2698	A-3 (voice).

TOOLS don't cause accidents-It's the workers who misuse or misplace them

No harm meant-But horseplay causes serious injury

Bell System Coast Harbor Stations

Station	Call	Fre- quen- ey (ke.)	Present schedule
Astoria, Oreg Bostou, Mass Charleston, S. C. Eureka, Calli Galvestou, Tex Jacksonville, Fla Mianu, Fla New Orleans, La	WOU WIO KOE KOP WNJ WDR	2508 2506 2506 2500 2500 2500 2506 2514 2508	1130-1800 1120-2320 1100-2300 0900-2100 0030-1900 1200-2400 1200-2400 1100-2300
New York, N. Y.	WAQ	2522	1050-2250
New York, N. Y.		2558	1050-2250
Norfolk, Va		2538	2400-1200
Portland, Oreg.	KQX	2508	1140-1810
	KLH	2500	0830-2030
San Pedro, Calif	KOW	2500	0800-2000
Seattle, Wash		2522	1130-1800
Tampa, Fla		2550	1100-2300
Wilmington, Del	WEH	2558	0030-1230

Note.-All schedules are local standard time.

Hints for Safe Use of Wrenches

- Always place the wrench on the nut so that the pull on the handle tends to force the jaws farther onto the nut.
- Use only wrenches having jaws in good condition; keep pipe wrench jaws sharp and clean.
- Use wrenches that are the right type and size for the job.
- Never use a shim to make the wrong size wrench fit the nut.
- Never use a piece of pipe on the wrench handle to get more leverage.
- Never use a wrench as a hammer. It weakens the wrench.
- Pulling a wrench is safer than pushing. If you must push, keep your knuckles in the clear.
- Avoid falls; see that your footing is good before you pull.

One robin doesn't make a spring but one lark is often responsible for a fall.

Eight Easy Ways to Fall:

- *Loose objects on deck.
- *Not watching your step on ladders.
- *Tripping over objects.
- *Slipping on oil.
- *Failing to use a grab rail.
- *Unguarded openings.
- *Cluttered ladders
- *Between loose planks.



Carelessness is NOT a Problem—It is a condition of the MIND.

LESSONS FROM CASUALTIES

REPEAT

In the February 1948 issue of this publication there was an article titled "An Old, Old Story." The unfortunate victim in that tale was the chief mate of a Liberty Ship. In the June 1947 issue, the circumstances surrounding the death of a boatswain were detailed. There are other instances which have been recorded all too frequently in the various publications not only of the Coast Guard but in the bulletins of the former Bureau of Marine Inspection and Navigation dealing with death caused by oxygen deficiency in deep tanks and void spaces.

The latest case to come to the attention of the Coast Guard involved the death of a chief engineer on a Liberty Ship. The vessel had, shortly before the accident occurred, departed empty from a French port. It appears that the chief engineer had been instructed to fill the forward deep tanks with sea-water ballast. After getting under way one of the officers was directed to ascertain from the chief engineer whether this duty had been performed. This officer was unable to locate the chief engineer and a search of the vessel was undertaken.

The chief engineer was found in number 2 port deep tank, lying over the rose box (blige strainer), dead. It was concluded that the chief had entered this space to determine whether the strainer was clear before pumping ballast into the tank.

Further inquiry developed that the deep tank had not been opened for 6 months until the manhole cover had been raised preliminary to ballasting about 3 hours before the body of the chief was found. The last cargo stowed in number 2 hold was ammonium nitrate.

The vessel immediately returned to port where a local physician stated that death was due to fumes of "Oxide de Carbone." There undoubtedly was an oxygen deficiency existing in the tank.

The point in this case seems to be that the deceased was thoughtless and careless, particularly in view of the fact that he was the chief engineer, a senior officer, presumably of considerable experience, who should have been fully aware of the potential hazards of any void space or empty tank.

It is hoped that by continuous repetition the lesson from this type of casualty will sink in and that seamen will beware of the extreme peril involved in entering tanks and void

spaces without taking the trouble to test the air with a flame safety lamp and providing ample means for introducing fresh air.

No person should enter or be permitted to enter a space which may possibly contain poisonous gases or be deficient in oxygen until certain preliminary measures have been taken. If there is a flame safety lamp on board, lower the lighted lamp into the space. Where there is a deficiency of oxygen the flame will be extinguished. If there is an oxygen deficiency, thoroughly ventilate the space by the introduction of fresh air, Entry should never be made unless the man is attached to a safety line attended by enough men outside the space to haul him out if he should collapse. If the vessel is equipped with a fresh-air or oxygen-breathing apparatus, one or the other should be used, checking first to see that the equipment works satisfactorily. (Canister type masks provide no protection where there is an oxygen deficiency.) Any and all of these steps take time, but if they are all observed they lengthen the time before you knock on the "pearly gates."

DANGERS OF ACIDS AND GASES

There are a number of caustic and volatile acids but one of the more dangerous is known as perchloric acid which is a colorless, mobile, fuming, hygroscopic volatile liquid. This acid is primarily a laboratory reagent. It is valuable because it can be used as an oxydizing agent in hot solutions, permitting the oxidized material to be titrated in a cold solution without removal of the excess perchloric acid. It is a strong acid, corrosive to metal and to the skin and the anhydrous acid may explode spontaneously. Combustible material which has been soaked with aqueous perchloric acid and dried may be ignited by impact. friction, or moderate heat. Interstate Commerce Commission regulations permit the shipment of perchloric acid up to 72 percent concentration and may be shipped only in individual boxed glass bottles of not over 7 pounds each or in boxed glass carboys. A white corrosive-liquid label is required on each shipment. It is important that this acid be stowed away from all flammable material.

Among the gases there are many that are encountered almost daily on board ship, especially tankers, and some are detrimental to health merely by bodily contact while others may be flammable and explosive. Some gases are colorless and odorless while others are easily detected by color or odor.

Carbon Monoxide

Carbon monoxide is a colorless and odorless gas. Inhaling air containing as little as ½ of I percent of the gas may cause death or other serious effects. Sudden drowsiness, headache followed by unconsciousness and death usually follow when poisoned by carbon monoxide. Carbon monoxide may be encountered in boiler furnaces and may, through accident, be present in many vessels. It is a product of the incomplete combustion or carbon.

Sulphur Dioxide

Sulphur dioxide, often referred to as sulphurous anhydride, is a colorless gas with a disagreeable and penetrating odor. It is neither flammable nor explosive and is harmless to humans unless inhaled in such quantities that air is excluded.

Carbon Tetrachloride

Carbon tetrachloride is a liquid that is noninflammable and is widely used as a cleaning agent and to a great extent as a fire extinguisher. When innaled in confined spaces for any length of time the inhaled vapors can cause death. Ample ventilation is strongly recommended during its use for any purpose. When used as a fire extinguisher, especially in confined and improperly ventilated spaces, deadly gases such as phosgene, chlorine, and hydrochloric acid are liberated. Adequate ventilation should follow the use of carbon tetrachloride as a fire extinguishing agent.

Oxygen

Oxygen is a gas which will not burn but it supports and accelerates combustion and thus will cause oil and other combustible materials to burn with great intensity. Oxygen should never be called air and should never be confused with compressed air. Oxygen should never be used to start engines, to blow out pipe lines, to dust off clothing, etc. The container or tank should never be used as a roller under heavy objects and should never be dropped. Be sure the tank is securely fastened so that it cannot fall or drop.

Carbon Dioxide

Carbon dioxide is a colorless gas and has an acid smell and taste and is not flammable. It is not poisonous, but if inhaled for a long period of time, the gas causes drowsiness. The gas when permitted to expand will solidify as snow and can be pressed into blocks which are known as "dry ice." At atmospheric pressure "dry ice" has a temperature of minus 109° F.

Ammonia

Ammonia is a colorless gas with an unmistakable odor and known to almost everyone. Due to its great affinity for water, ammonia gas, when it comes into contact with the human body, produces the effect of a burn. Anhydrous ammonia gas will burn when mixed with air with percentages of ammonia from 11 to 26 percent and such a mixture is explosive within the range of 13.25 to 26 percent.

Hydrogen

Hydrogen is a colorless, odorless gas and is harmless to the human system when mixed with air. It is highly combustible and will burn in air with mixtures as lean as 4 percent and as rich as 75 percent hydrogen. An explosive mixture is quickly dissipated when air is introduced in quantity. No open flame should be permitted near hydrogen tanks. The tanks can be aired out or ventilated very quickly.

Propane and Butane

Both propane and butane are gases derived from petroleum products and are highly flammable. The gases are heavier than air and tend to settle to low areas. This gas is generally supplied with a distinctive odor added to the gas as a means of identification for leaks. It is not harmful to breathe although too great a concentration in the air will cause a slight headache.

DAVIT CRANKS

The hand cranks on davit winches do two things very well. When the power is off the winch, they may be used to crank up the boat by hand. When the power is turned on, they beat men over the head and toss them about the deck.

These accidents with hand cranks can be prevented only through coopration between the man at the switch and the men on the crank. Two simple rules will save broken heads and arms:

- When the hand crank is in place, stay away from the switch.
- 2. When there is a man at the switch, keep the crank off the shaft.

-Shipboard Safety.

APPENDIX

Amendments to Regulations

TITLE 33-NAVIGATION AND NAVIGABLE WATERS

Chapter 1—Coast Guard, Department of the Treasury

Subchapter A-General

[CGFR 48-72]

MISCELLANEOUS AMENDMENTS

The following amendments to the regulations are prescribed and shall become effective upon publication of this document in the Federal Register:

PART 1-GENERAL PROVISIONS

Part 1 is revised to effect editorial changes in order to conform to the scope and style of the Code of Federal Regulations, 1949 Edition, as prescribed by the regulations of the Administrative Committee of the Federal Register and approved by the President effective October 12, 1948 (13 F. R. 5929), to revise the regulation concerning rule making, and to change the title of Part 1. Future statements of organization of the United States Coast Guard, and amendments thereof, will be published in the Notices section of the Federal Register. Therefore, Part 1, as revised, reads as follows:

SUBPART 1.01-DELEGATION OF AUTHORITY

1.01-1 District Commander.

1.01-20 Officer in Charge, Marine Inspection.

1.01-30 Captains of the Port.

SUBPART 1.05-RULE MAKING

1.05-1 General.

1.05-5 Notices of proposed rule making.

Sec. 1,05–10 Hearings.

1.05-15 Hearings by Merchant Marine

1.05-20 Hearings by Coast Guard officers. 1.05-25 Hearings on regulations having only local applicability.

1,05-30 Final action.

SUBPART 1.10-OFFICIAL RECORDS AND DOCUMENTS

1.10-1 Access to records and documents, 1.10-5 Final opinions and orders.

1.10-10 Rules.

1.10-15 Records at Coast Guard Headquarters.

1.10-20 Records at field offices.

AUTHORITY: \$\$ 1.01-1 to 1.10-20 issued under sec. 8, 18 Stat. 127 and sec. 2, 23 Stat. 118, as amended, secs. 101, 103, Reorganization Plan No. 3 of 1946, 11 F. R. 7875; 14 U. S. C. 92, 46 U. S. C. 1, 2. Statutes giving special authority are cited to text in parentheses.

SUBPART 1.01—DELEGATION OF

§ 1.01-1 District Commander. Final authority for the performance within the confines of his district of the functions of the Coast Guard. which in general terms are maritime law enforcement, saving and protecting life and property, safeguarding navigation on the high seas and navigable waters of the United States, and readiness for military operations, is delegated to the District Commander by the Commandant. In turn delegations of final authority run from the District Commander to commanding officers of units under the District Commander for the performance of the functions of law enforcement, patrol of marine regattas and parades, and the saving of life and property which come within the scope of their activities.

§ 1.01-20 Officer in Charge, Marine Inspection. (a) Final authority is vested in the Officer in Charge, Marine Inspection, for the performance, within the area of his jurisdiction, of the following functions: inspection of vessels in order to determine that they comply with the applicable laws, rules, and regulations relating to safe construction, equipment, manning, and operation and that they are in a seaworthy condition for the services in which they are operated; shipyard and factory inspections; the investigation of marine casualties and accidents; the licensing, certificating, shipment and discharge of seamen: the investigating and initiating of action in cases of misconduct, negligence, or incompetence of merchant marine officers or seamen; and the enforcement of vessel inspection, navigation, and seamen's laws in general. Specific procedures for appealing the decisions of the Officer in Charge, Marine Inspection, or of his subordinates are set forth in Parts 1 to 4 of Title 46.

(b) This officer is also delegated authority to prescribe distinctive lights for ferryboats operated by different companies as provided by §§ 80.15, 90.18, and 95.14 of this title.

§ 1.01-30 Captain of the Port. (a)
Captains of the Port and their representatives have been delegated authority to enforce the regulations concerning anchorages and the move-

ments of vessels within their assigned areas.

(b) The Representative of the Captain of the Port at Saulte Ste. Marie, Michigan, is in charge of the St. Mary's River Patrol, and has authority to control the routing of traffic through the dredged channels contingent upon the physical conditions at the time, as provided in Part 92 of this title.

(c) Under authority conferred by 14 U. S. C. 45, any commissioned, warrant, or petty officer of the United States Coast Guard may assist in discharging the duties of the captain of the port in any port or adjacent navigable waters of the United States. They will do so under the supervision and general direction of the cognizant captain of the port, or representative of the captain of the port, if there be one for the locality involved.

SUBPART 1.05-RULE MAKING

§ 1.05-1 General. The rule making authority regarding activities under the cognizance of the United States Coast Guard is specifically set forth in the various statutes authorizing such regulations. Generally, the regulations may be issued by the Secretary of the Treasury; the Commandant, U. S. Coast Guard, and approved by the Secretary of the Treasury; or the Commandant, U. S. Coast Guard. These regulations are set forth in Chapter I, of Title 31, Chapter I of this title, and Chapter I of Title 46.

§ 1.05-5 Notices of proposed rule making. (a) Whenever proposed changes in or additions to regulations relating to Coast Guard activities come within the scope of section 4 of the Administrative Procedure Act or are required by the provisions of a particular statute under which the authority to promulgate such regulations is given, notice of intention to consider enacting or amending rules and regulations or granting or withdrawing approvals of equipment for use on vessels will be published in the Federal Register, and will be distributed to interested parties for review and comment, upon request. Publication of the notice will be made approximately 30 days, or more if possible, before either the hearing or the final date for submission of comments, except that in certain cases circumstances may make it necessary to give less than 30 days notice.

(b) Copies of the notice of proposed rule making or the full text of proposed regulations or type approvals of equipment will be distributed to interested parties for review and comment, so long as such copies are available. The notice will state where copies are variable for investigation and approximately.

available for inspection purposes only. § 1.05-10 Hearings. (a) When required by the provisions of the particular statute under which the proposed regulations are to be promulgated, a public hearing shall be held in accordance with the notice of proposed rule making unless an emergency exists or it is contrary to the public interest to hold such a hearing.

(b) When the proposed regulations regarding activities under the cognizance of the United States Coast Guard may be of such scope and future effect that it would be in the public interest and would tend to promote safety of life and property at sea, a public hearing may also be held to allow for the orderly presentation of comments, suggestions, and recommendations. (R. S. 4405, 4417a, and 4472, as amended, and Public Law 544, 80th Cong.; 46 U. S. C. 170, 375, 391a)

§ 1.05-15 Hearings by Merchant Marine Council. (a) The Merchant Marine Council conducts public hearings concerning proposed regulations authorized by the navigation and vessel inspection laws and matters relating to type approvals of equipment, when meeting in regular sessions in March and September, and at other times in special sessions when called by the Commandant, U. S. Coast Guard. Comments on the proposed regulations may be presented orally or in writing at the hearing or in writing before the hearing, as specified in the notice.

(b) During the interval between meetings of the Council, changes in regulations of an emergent nature and type approvals of equipment will be considered by the Committee of the Council. (R. S. 4405, 4417a, and 4472, as amended, and Public Law 544, 80th Cong.; 46 U. S. C. 170, 375, 391a)

§ 1.05-20 Hearings by Coast Guard officers. Hearings to consider proposed regulations having general applicability, other than those described in § 1.05-15, will be held by the Chief of that Office of Coast Guard Headquarters which is charged with general responsibility for enforcement of such requirements.

§ 1.05-25 Hearing on regulations having only local applicability. When proposed regulations have only local applicability, hearings, whenever practicable, will be held in the locality to which such regulations apply by an officer designated by the Commandant, U. S. Coast Guard.

§ 1.05-30 Final action. After the hearing or after the final date when comments may be submitted in accordance with the notice of proposed rule making, the Merchant Marine Council or officer designated in the notice will consider all comments, suggestions, arguments, and recommendations submitted and will forward to the Commandant, U. S. Coast Guard, appropriate recommendations regarding the proposed regulations.

Thereafter, final action will be determined by the Commandant or the Secretary of the Treasury. Any changes or new regulations will be published in the Federal Register. The effective date for such regulations will not be less than 30 days after date of publications of such regulations, except in those cases where a benefit is granted, a restriction removed, or for good cause the effective date should be made otherwise.

SUBPART 1.10—OFFICIAL RECORDS AND DOCUMENTS

§ 1.10-1 Access to records and documents. Official records and documents, except those classified as confidential by reason of military necessity or for other good cause, will be made available for examination by persons who have legitimate and valid reasons for seeking access to such records. Because of the nature of some records, examination in certain cases will be permitted only in the presence of a responsible officer or employee of the U.S. Coast Guard. Within the discretion of the responsible officer, and without unduly interfering with the activities of the office concerned, certain records may be copied or duplicated at the labor and expense of the person requesting a copy of the records. If extra copies were made by the Coast Guard and are readily available, the officer responsible may furnish such copies to persons establishing a legitimate and valid need for them.

§ 1.10-5 Final opinions or orders. Final opinions or orders in the adjudication of cases relating to the U. S. Coast Guard are made available to public inspection except those not cited as precedents or held confidential. Final opinions or orders which are cited as precedents but which contain confidential information will be made available in abstract form showing the principles relied upon without revealing the confidential facts.

§ 1.10–10 Rules. The rules issued or coming within the jurisdiction of the Coast Guard which apply to the public are usually published in Chapter I of this title or Chapter I of Title 46. They are available for inspection at Coast Guard Headquarters and Coast Guard district offices. Rules issued by a field officer and applicable to a specific locality are available for inspection at the office issuing the rule.

§ 1.10-15 Records at Coast Guard Headquarters. There are retained on file at Coast Guard Headquarters the following types of official records, access to which may be had by a person establishing legitimate and valid interest in the particular record on request to the Commandant, U. S. Coast Guard, who will refer the matter to the chief of the division responsible for the files: Records of boards of investigation of claims or marine casualties and accidents except the opinions, conclusions, and recommendations; records of boards of review of discharges, dismissals, or retiring boards; shipping articles; central records of merchant seamen; deeds or leases of property held by the U.S. Coast Guard: contracts: changes in regulations; opinions and orders of the Commandant, U. S. Coast Guard.

§ 1.10-20 Records at field offices. There are retained on file at each field office the records of matters in which final actions have been taken by them under delegated authority. Access to any particular record may be had by a person establishing a legitimate and valid interest in the particular record on request to the appropriate field officer responsible for the records. In any case where the field officer doubts the right of the person to see the record, such field officer will refer the matter to the Commandant, U. S. Coast Guard, by letter or dispatch for decision.

PART 8-REGULATIONS, UNITED STATES COAST GUARD RESERVE

The Women's Reserve having been disestablished, the following listed sections are cancelled:

§ 8.10101 Purpose.

§ 8.10102 Composition, organization and administration

§ 8.10103 Duties.

§ 8.10104 Procurement.

§ 8.10105 Qualifications.

§ 8.10106 Uniforms and equipment. § 8.10107 Disability and death bene-

fits. § 8.10108 Subject to laws.

PART 20-PROCEDURES APPLICABLE TO THE PUBLIC

Part 20 is cancelled. (Procedures applicable to the public are included with other regulations applicable to a particular subject in an appropriate part of this chapter or in Parts 1 to 4 of Title 46.

Dated: December 27, 1948.

MERLIN O'NEILL. Rear Admiral, U. S. Coast Guard, Acting Commandant.

Approved:

E. H. FOLEY, Jr.,

Acting Secretary of the Treasury.

F. R. Doc. 48-11450; Filed, Dec. 30, 1948; 8:52 a. m.; 13 F. R. 9329, Dec. 31, 1948.]

Subchapter A-General

|CGFR 48-69|

PART 13-DECORATIONS, MEDALS, RIB-BONS AND SIMILAR DEVICES

UNIFORM REQUIREMENTS IN AWARDING MEDALS OF HONOR

The purpose of the following regulations is to effectuate uniform requirements in the awarding of medals of honor to recipients for the saving or attempting to save life from the perils of the sea.

By virtue of the authority vested in me as Secretary of the Treasury by R. S. 161; the acts of June 20, 1874, June 18, 1878, May 4, 1882, and January 21, 1897, as amended (5 U.S. C. 22; 14 U. S. C. 193-196) Treasury Department Circular No. 46, dated April 14, 1900, is hereby cancelled and the following regulations are prescribed which shall become effective on publication of this document in the Federal Register.

SURPART 13.01-GOLD AND SILVER LIFE-SAVING MEDALS, BARS AND MINIATURES

Sec.

13.0I-I General.

13.01-5 Definitions. 13.01-10

Gold Life-Saving Medal. 13.01-15 Description of Gold Life-Saving

Medal.

Silver Life-Saving Medal. 13.01 - 20

13.01-25 Description of Silver Life-Saving Medal.

13.01-30 Gold and silver bars.

13.01-35 Description of gold and silver bars.

13.01-40 Applications and recommendations.

13.01-45 Miniature medals and bars. 13.01-50 Replacement of medals.

AUTHORITY: \$5 13.01-1 to 13.01-50 issued under R. S. 161, 18 Stat. 127, 20 Stat. 165, 22 Stat. 57, 29 Stat. 494; 5 U. S. C. 22, 14 U. S. C. 193-196.

SUBPART 13.01-GOLD AND SILVER LIFE-SAVING MEDALS, BARS, AND MINIATURES

§ 13.01-1 General, Medals of honor, designated as the Gold Life-Saving Medal and the Silver Life-Saving Medal may be awarded by the Secretary of the Treasury under the statutes cited and the regulations in this subpart, to persons saving or attempting to save life from the perils of the sea, from shipwreck or from drowning.

§ 13.01-5 Definitions. As used in the statutes cited and in the regulations in this subpart, (a) "perils of the sea" include all perils on water caused by the sea or which are such by reason of the sea; whenever, wherever and in whatever way human life is directly imperilled by the sea is a peril of the sea.

(b) The "shipwrecked" include persons whose lives are endangered by perils of the sea as well as those who are, strictly speaking, no longer in danger from the sea, that peril already having passed, but who are in imminent danger and in great need of succor or rescue, as e. g., being adrift in an open boat or stranded on some barren coast without food or water, where, without succor or rescue, they would die of starvation, thirst, or exposure.

(c) "In waters over which the United States has jurisdiction" embrace any waters over which the United States has jurisdiction whether because of its power to regulate interstate and foreign commerce, or otherwise. Furthermore, saving, or attempting to save, life in small inland streams, ponds or pools or in waters wholly within the confines of one State and over which the United States does not have jurisdiction, does not entitle the rescuer to the award of a medal.

(d) "Upon any American vessel" pertains to any rescue by, or of, persons belonging on, or attached to, such a vessel.

§ 13.01-10 Gold Life-Saving Medal. The Gold Life-Saving Medals may be awarded to those persons who endanger their lives by extreme and heroic daring in saving, or endeavoring to save, life from perils of the sea. from shipwreck or from drowning, in waters over which the United States has jurisdiction, or upon any American vessel.

§ 13.01-15 Description of the Gold Life-Saving Medal. (a) The Gold Life-Saving Medal is 99.9 percent pure gold, and consists of a pendant suspended by a swivel from the head of an eagle attached to a silk grogram ribbon 1 and 38ths inches in width, composed of a 3/16ths of an inch red stripe, a 1/32d of an inch white stripe, a 1% this of an inch gold stripe, a 1/32d of an inch white stripe, and a figths of an inch red stripe. The pendant is 1 and 710ths inches in diameter and lands of an inch in thickness. There appear, on the obverse side of the pendant, three men in a boat in a heavy sea; one is rescuing a person clinging to a spar at the end of which is a block and line; another is standing, prepared to heave a line; a third is rowing; in the distance, to the left, is the wreck of a vessel; the whole is encircled by the words: "United States of America", in the upper half, and "Act of Congress, June 20, 1874", in the lower half. On the reverse side of the pendant there appears, in the center, a monument surmounted by an American eagle; the figure of a woman stands, to the left, holding in her left hand an oak wreath, and, with her right hand, preparing to inscribe the name of the recipient on the monument; to the right are grouped a mast, a yard with a sail, an anchor.

a sextant, and a laurel branch; the whole is encircled by the words: "In testimony of heroic deeds in saving life from the perils of the sea".

(b) Engraving. Before presentation, the recipient's name shall be inscribed on the "monument", on the

reverse of the medal.

§ 13.01-20 Silver Life-Saving Medal. The Silver Life-Saving Medals may be awarded to those persons who endanger their lives by action not sufficiently deserving of the gold medal, in saving or endeavoring to save lives from the perils of the sea, in waters over which the United States has jurisdiction, or upon any American vessel; or making such signal exertions in rescuing and succoring the shipwrecked and saving persons from drowning, in waters over which the United States has jurisdiction, or upon any American vessel, as, in the opinion of the Secretary of the Treasury. shall merit such recognition.

§ 13.01-25 Description of Silver Life-Saving Medal. (a) The Silver Life-Saving Medal is 99 percent pure silver and consists of a pendant suspended by a swivel from the head of an eagle attached to a silk grogram ribbon 1 and %ths inches in width, composed of a % this of an inch blue stripe, a 132d of an inch white stripe, a 15 inths of an inch silver gray stripe, a land of an inch white stripe, and a Hoths of an inch blue stripe. The pendant is 1 and 716ths inches in diameter and mods of an inch in thickness. On the obverse side of the pendant there appears the figure of a woman hovering over a man struggling in a heavy sea and extending to him one end of a long scarf; the whole is encircled by the words: "United States of America", in the upper half, and "Act of Congress, June 20, 1874" in the lower half. On the reverse there appears a laurel wreath encircled by the words: "In testimony of heroic deeds in saving life from the perils of the sea".

(b) Engraving. Before presentation, the recipient's name shall be inscribed inside the laurel wreath, on

the reverse of the medal.

§ 13.01-30 Gold and silver bars. For each subsequent act that would entitle a person to a Life-Saving Medal of the same class as one already awarded, he shall receive, in lieu of the medal, a bar so fitted that it can be attached to the medal, or to the bars, previously awarded.

§ 13.01-35 Description of the gold and silver bars. (a) The bar is plain and horizontal, composed of the same metal as the medal previously awarded recipient, and is 156ths inches long by 350ths of an inch wide with a flowing ribbon draped over the left end and passing in back and appearing be-

neath the bar. The part of the ribbon showing beneath the bar bears the inscription "Act of Congress May 4th, 1882", in raised block letters. The bar and ribbon are in folds of a spray of laurel with the leaves showing above and beneath.

- (b) Engraving. Before presentation, the recipient's name shall be inscribed on the obverse of the bar.
- § 13.01-40 Applications and recommendations. Applications and recommendations for the award of a Life-Saving Medal may be filed by or in behalf of the person making or attempting a rescue under circumstances contemplated by these regulations. The administrative details pertaining to the award of Life-Saving Medals are under the jurisdiction of the Commandant, U. S. Coast Guard. Applications or recommendations for awarding of medals or requests for information pertaining thereto should be addressed to the Commandant, U. S. Coast Guard, Washington 25, D. C. Such application must include:
- (a) Satisfactory evidence of the services performed, in the form of affidavits, made by eyewitnesses of good repute and standing, testifying of their own knowledge. The opinion of witnesses that the person for whom an award is sought imperilled his or her own life or made signal exertions is not sufficient but the affidavits must set forth in detail all facts and occurrences tending to show clearly in what manner and to what extent life was risked or signal exertions made so that the Secretary of the Treasury may judge for himself as to the degree of merit involved.
- (b) The precise locality, whether within the waters over which the United States has jurisdiction or upon an American vessel, the date, time of day, nature of the weather, condition of the sea, the names of all persons present when practicable, the names of all persons rendering assistance, and all pertinent circumstances and data, showing the precise nature and degree of the risk involved, should be stated.
- (c) The affidavits should be made before an officer duly authorized to administer oaths, and if taken before an officer without an official seal, his official character must be certified by the proper officer of a court of record under the seal thereof.
- (d) The aforementioned affidavits must be accompanied by a certificate showing the affiants to be creditable persons, certified by some United States officer, such as a judge or clerk of a United States Court, district attorney, collector of customs or a postmaster.

- (e) A creditability certificate shall not be required if the affiant is an officer or employee of the Federal Government, or a member of the military forces of the United States: Provided, That the affiant shall show, below his or her signature on the affidavit, the title or status of the affiant as such officer or employee, or as such member of the military forces.
- § 13.01-45 Miniature medals and bars. (a) Miniature Gold and Silver Life-Saving Medals and bars are replicas of the Life-Saving Medals and bars, to be worn on civilian clothing. Such miniatures are not furnished by the Government.
- (b) Miniature medals and bars may be procured from sources authorized by the Commandant, U. S. Coast Guard, to furnish same to persons who produce original documentary evidence of having been awarded the medal or bar for which a miniature replica is desired.
- § 13.01-50 Replacement of medals. The Gold or Silver Life-Saving Medal or bar will be replaced at cost to the applicant upon submitting a statement in affidavit form of having been awarded a medal or bar and the circumstances involving loss of same.

E. H. Foley, Jr., Acting Secretary of the Treasury.

DECEMBER 27, 1948.

[F. R. Doc. 48-11449; Filed, Dec. 30, 1948; 8:50 a. m.; 13 F. R. 9331, Dec. 31, 1948.]

Navigation and Vessel Inspection Circular No. 0–49

UNITED STATES COAST GUARD, Washington 25, D. C., January 27, 1949.

STATUS OF NAVIGATION AND VESSEL
INSPECTION CIRCULARS

 At the end of December 1948, 23 Navigation and Vessel Inspection Circulars remain in effect. Those remaining in effect as of January 1, 1949, are listed below by number and subfect:

No. Subject

10-48 Control panels with separate indicating light circuits; danger of exposure to electric current; posting of danger signs.

9-48 Requirements for membership in Naval Reserve under Merchant Marine Act of 1936.

8-48 Safety requirements for motorboats operated for pleasure and commercial fishing purposes and the requirements for the numbering and recording of undocumented vessels. No. Subject

7-48 Arc welding electrodes; marking, current, polarity and application; mild steel and molybdenum alloy steel.

Closing appliances in scuppers, sanitary discharges, etc. 6-48

5-48 Motorboats rented by launch liveries for pleasure purposes; safety requirements. Defective Pyrene carbon tetrachlo-

ride type fire extinguishers manufactured by Pyrene Manufacturing

Company, Newark 8, N. J. Procedure for effective waivers of navigation and inspection laws and conditional waivers of manning requirements: Changes in waiver authority occasioned by extension of Public Law 27—80th Congress as amended.

Ferry Vessels; Safety practices for embarking motor vehicles. Requirements for recording of un-2-48

1-48 documented vessels.

11-47 Waivers for Vessels operated by De-

partment of the Army.

10-47 Methods of construction of Class A-60, A-30, and A-15 bulkheads and decks to meet the require-ments of Subchapter M. Construction or Material Alteration of Pas-senger Vessels of the United States of 100 Gross Tons and Over Propelled by Machinery.

Marking fire and emergency equip-ment and apparatus, fire doors, watertight doors, lifeboat-embarkation stations and direction signs. stateroom notices, instructions for

changing steering gears, etc. Motor-propelled lifeboats on dry cargo and tank vessels. 4-47

Elimination of fire hazards on excursion vessels.

76 Mediterranean routing instrucnortheast European tions and coastal routing instructions; requirement for.

74 Strict compliance with routing

instructions. 71

Policy and Special Procedure in Maritime Labor Disputes. 69 Transportation of civilian passen-

gers in the national interest. Warning passengers of dangerous

65 conditions.

Walver of Navigation and Vessel 43 Inspection Laws in respect of cargo vessels equipped with certificates vessels equipped with certificates issued by the British Ministry of War Transport under provisions of Regulation 47 BB of the Defense (General) Regulations, 1939.

41 What are "public vessels" of the United States within the exemption of such vessels from the inspection laws; extension of the exemption to certain vessels by waiver order of the Commandant.

Elimination of Secretary's permit to use petroleum as fuel.

2. The Navigation and Vessel Inspection Circulars which were canceled, during the calendar year 1948, are listed below:

Subject

9-47 Safety requirements for motorboats operated for pleasure and commerfishing cial fishing purposes and the requirements for the numbering and recording of undocumented vessels.

Reason Canceled. Replaced by No. B-48

No. Subject Procedure effecting waivers of navigation 8-47 and inspection laws and conditional waivers of manning requirements; Changes in waiver authority occasioned by enactment of Public Law 27—80th Congress as amended by Public Law 293-80th

> ISI J. F. FARLEY. Admiral, U.S. Coast Guard, Commandant.

Canceled.

Replaced

by No.

3-48

Navigation and Vessel Inspection Circular No. 1-49

UNITED STATES COAST GUARD Washington 25, D. C. January 19, 1949.

GRAVITY LIFEBOAT DAVITS, LIMIT SWITCHES ON

1. In view of several recent casualties which have occurred on merchant vessels and which have been caused by the malfunctioning of lifeboat limit switches, immediate steps are being taken by the Coast Guard to inspect the limit switches in all lifeboat installations on inspected vessels.

2. Any lifeboat limit switches which have been approved for the specific installation inspected and which are found to be defective or inoperative. will be required to be repaired or replaced before the vessel is permitted A replacement will be ordered of all those units which are not of acceptable waterproof construction or which have not been approved for the specific installation inspected. In determining whether a limit switch is of acceptable waterproof construction, the following should be observed:

> (a) The cover gasket should be intact and possess the flexibility necessary for a satisfactory seal;

(b) Only a negligible amount of moisture, if any, should be found within the enclosure;

(c) There should be practically no evidence of corrosion on any of interior parts;

(d) There should be practically no pitting on any electrical contact surface; and

(e) The operating arm should not bind throughout its move-

3. To forestall any possible delay in the sailing of vessels due to necessary repairs to defective lifeboat limit switches, it is suggested that shipowners and operators make a careful ex-

amination of all such switches on vessels under their control in order to assure themselves that they are in proper operating condition.

[S] J. F. FARLEY, Admiral, U. S. Coast Guard. Commandant.

PREVENT FIRES

Put out cigarettes, cigars, and matches.

Replace frayed and worn electric cords.

Eliminate all breeding places of

Visit suspected fire traps frequently.

Educate all hands in fire-prevention methods.

Never use any but safety matches aboard ship.

Training in fire fighting pays divi-

Fire-fighting equipment should be adequate.

Inspect equipment frequently.

Refill and examine empty extinguishers.

Educate personnel in latest firefighting methods.

SAFETY ALWAYS.

Equipment Approved by the Commandant

APPROVAL OF EQUIPMENT [CGFR 48-70]

By virtue of the authority vested in me, as Commandant, United States Coast Guard, by R. S. 4405, 4491, as amended; 46 U.S. C. 375, 489; and section 101 of Reorganization Plan No. 3 of 1946 (11 F.R. 7875), as well as the additional authorities cited with specific items below, the following approvals of equipment are prescribed and shall be effective for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by proper authority:

BUOYANT CUSHIONS, STANDARD

Note: Cushions are for use on motorboats of classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160,007/75/0, Standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Hirsch-Weis Canvas Products Co., 3121 Northeast Sandy Boulevard, Portland 12, Oreg.

Approval No. 160.007/76/0, Standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Helendon Bedding, Inc., 730 West Lexington Street, Baltimore 1, Md.

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 28.4-8)

NOZZLES, WATER SPRAY (FIXED TYPE)

Approval No. 160.025/11/0, Model L-11 A, water spray nozzle, Dwg. No. S-120 dated April 18, 1941, rev. January 18, 1944, and Dwg. No. S-121 dated April 18, 1941, rev. November 3, 1943, manufactured by Rockwood Sprinkler Corp., Worcester, Mass.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 50 U. S. C. 1275; 46 CFR 34.3-11, 61.14)

LIFEBOATS

Approval No. 160.035/29/1, 28.0'x 10.0' x 4.0' steel, hand-propelled lifeboat, 67-person capacity, identified by Construction and Arrangement Dwgs. No. G-246-D dated May 1, 1946, and revised August 13, 1946, and No. G-410 dated May 28, 1948, and revised September 16, 1948, manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (Supersedes Approval No. 160.035/29/0 published in the Federal Register July 31, 1947.)

(R. S. 4417a, 4426, 4481, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 474, 481, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.13, 76.16, 94.15, 113.10)

AUTOMATIC FLOATING ELECTRIC WATER LIGHTS

Approval No. 161.001/1/1, Light (water), electric, floating, automatic (with bracket for mounting), Dwg. No. 1000 dated July 16, 1948, Alt. 2, manufactured by Sea Light Engineering Co. P. O. Box 409, Silver Spring, Md. (Supersedes Approval No. 161.001/1/0 published in the Federal Register of October 2, 1948.)

(R. S. 4417a, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 404, 481, 1333, 50 U. S. C. 1275; 46 CFR 33.3-6, 33.3-8, 33.7-1, 37.9-1, 59.52, 59.54b, 59.56, 60.45, 60.47b, 60.49, 76.48, 76.48a, 76.48b, 76.53, 94.53, 113.46)

BOILERS, POWER

Approval No. 162.002/63/1, Titusville Fire Tube Boiler, Scotch Marine dry back type, welded construction, Dwgs. No. E-7487-B revised November 15, 1948, and No. E-7485-C revised November 26, 1948, approved for type design only, manufactured by The Titusville Iron Works Co., Division of Struthers-Wells Corp., 1938 Reed Street, Titusville, Pa. (Supersedes Approval No. 162.002/63/0 published in the Federal Register of July 31, 1947.)

(R. S. 4417a, 4418, 4433, 4434, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 392, 411, 412, 1333, 50 U. S. C. 1275; 46 CFR Part 52)

BOILERS, HEATING

Approval No. 162.003/76/0. Model No. 350A, cast iron hot water heating boiler, maximum working pressure 15 pounds per square inch, manufactured by Werner Foundry, Inc., Lansdale, Pa.

Approval No. 162.003/77/0, Model No. 16, cast iron hot water heating boiler, maximum working pressure 15 pounds per square inch, manufactured by Werner Foundry, Inc., Lansdale, Pa.

(R. S. 4417a, 4418, 4426, 4433, 4434, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 392, 404, 411, 412, 1333, 50 U. S. C. 1275; 46 CFR Part 52)

DECK COVERING

Approval No. 164.006/5/0, "CEL-O-CRETE," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG 3610-1232, FR 1806, dated October 30, 1940, approved for use without other insulating material as meeting Class A-60 requirements in a 134 inch thickness, manufactured by Johns-Manville Sales Corp., 1617 Pennsylvania Blvd., Philadelphia 3, Pa. (Supersedes and reinstates terminated approval of the same number published in the Federal Register of July 31, 1947.)

(R. S. 4417a, 4426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended, 46 U. S. C. 367, 369, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR 146,006)

Dated: December 24, 1948.

J. F. FARLEY,

Admiral, U. S. Coast Guard,

Commandant,

[F. R. Doc. 48-11453; Filed, Dec. 30, 1948; 8:51 a. m.; 13 F. R. 9352, Dec. 31, 1948.]

Approval of Equipment [CGFR 49-1]

By virtue of the authority vested in me, as Commandant, United States Coast Guard, by R. S. 4405, 4491, as amended; 46 U. S. C. 375, 489; and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875, 60 Stat. 1097), as well as the additional authorities cited with specific items below, the following approvals of

equipment are prescribed and shall be effective for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by power authority:

BUOYANT CUSHIONS, KAPOK, STANDARD

Nore: Cushions are for use on motorboats of classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.007/77/0, Standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Art-Mar Manufacturing Co., 1073 East 54th St., Indianapolis, Ind.

BUOYANT CUSHIONS, NONSTANDARD

Note: Cushions are for use on motorboats of classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.008/401/0, 14" x 18" x 2" rectangular buoyant cushion, 22 oz. kapok, Dwg. No. 103 dated December 16, 1948, U. S. C. G. Specification 160.008, manufactured by Nappe-Smith Manufacturing Co., Southard Avenue, Farmingdale, N. J.

Approval No. 160.008/402/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, plastic film cover, plastic straps, heat-sealed seams, stitched ending seam, Dwg. No. C-102 rev. December 21, 1948, and Dwg. No. A-211 dated December 21, 1948, manufactured by The American Pad and Textile Co., Greenfield, Ohio.

Approval No. 160.008/403/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, plastic film cover and straps, stitched seams, specification dated December 28, 1948, manufactured by Art-Mar Manufacturing Co., 1073 East 54th St., Indianapolis, Ind.

Approval No. 160.008/404/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, flexible plastic film cover, extruded plastic straps, heat sealed seams, specifications contained in manufacturer's letter dated January 11, 1949, manufactured by Plastictronics, Inc., 54 Greene Street, New York 13, N. Y.

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 160.008)

DAVITS, LIFEBOAT

Approval No. 160.032/103/0, Mechanical davit, Type 24-40, straight boom sheath screw, approved for maximum working load of 11,500 pounds per set (5,750 pounds per arm) using six part falls, identified by Arrangement Dwg. No. DB-201 dated April 20, 1948, and revised November 3, 1948, manufactured by the Marine Safety Equipment Corporation, Point Pleasant, N. J.

(R. S. 4417a, 4426, 4481, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a. 404, 474, 481, 1333, 50 U. C. C.

1275; 46 CFR 37.1-4, 59.3, 60.21, 76.15, 94.14, 113.23)

LIFEBOATS

Approval No. 160.035/178/1, 16.0' x 5.5' x 2.37' steel, oar-propelled lifeboat, 12-person capacity, identified by Construction and Arrangement Dwg. No. 16-1 dated January 31, 1947, and revised October 6, 1947, submitted by Marine Safety Equipment Corporation, Point Pleasant, N. J. (Supersedes Approval No. 160.035/178/0 published in the Federal Register November 19, 1947.)

Approval No. 160.035/232/0, 15.0° x 5.42° x 2.25° wood, oar-propelled lifeboat, 10-person capacity, for inland waters other than the Great Lakes, identified by Dwg. No. 148 L/B-1 dated September 20, 1948, submitted by Geo. W. Kneass Co., Eighteenth and Illinois Streets, San Francisco 7, Calif.

Approval No. 160.035/237/0, 31.0° x 10.5° x 4.33° steel, hand-propelled lifeboat, 82-person capacity, identified by Construction and Arrangement Dwg. No. 3235 dated August 20, 1948, manufactured by Welin Davit and Boat Division of American Steel & Copper Industries, Inc., Perth Amboy, N. J.

(R. S. 4417a, 4426, 4481, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 474, 481, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.13, 76.16, 94.15, 113.10)

FLASHLIGHTS, ELECTRIC, HAND

Approval No. 161.008/5/0. No. 1918 waterproof flashlight, Type I, Size 2 (2-cell), identified by Assembly Dwg. No. F-896-3C dated September 27, 1948, and revised October 6, 1948, manufactured by Bright Star Battery Co., Clifton, N. J.

Approval No. 161.008/6/0, No. 1925 waterproof flashlight, Type I. Size 3 (3-cell), identified by Assembly Dwg. No. F-896-3C dated September 27, 1948, and revised October 6, 1948, manufactured by Bright Star Battery Co., Clifton, N. J.

Approval No. 161.008/7/0, No. 1917 explosion-proof flashlight, Type II, Size 2 (2-cell), identified by Assembly Dwg. No. F-894-3C dated September 24, 1948, and revised October 5, 1948, manufactured by Bright Star Battery Co., Clifton, N. J.

Approval No. 161.008/8/0, No. 1924 explosion-proof flashlight. Type II, Size 3 (3-cell), identified by Assembly Dwg. No. F-894-3C dated September 24, 1948, and revised October 5, 1948, manufactured by Bright Star Battery Co., Clifton, N. J.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, and sec, 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 1333, 50 U. S. C. 1275; 46 CFR 33.3-1, 33.3-2, 59.11, 76.14)

BOILERS, HEATING

Approval No. 162.003/78/0, Type 523 "C" bare, 30 pounds per square inch steam heating boiler, welded steel plate, Dwg. No. 38-8186, submitted by International Boiler Works Co., East Stroudsburg, Pa.

(R. S. 4417a, 4418, 4426, 4433, 4434, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 392, 404, 411, 412, 1333, 50 U. S. C. 1275; 46 CFR Part 52)

FIRE EXTINGUISHERS, PORTABLE, HAND, CARBON-DIOXIDE TYPE

Approval No. 162.005/19/0, "General Quick Aid Sno Fog Fire Guard." Model 10AK. squeeze grip valve, 10-pound carbon dioxide hand portable fire extinguisher, Assembly Dwg. No. BC-210-X. Revision A, dated September 6, 1946, Name Plate Dwg. No. CC-210-1, Revised June 27, 1947, manufactured by The General Detroit 7, Mich.

(R. S. 4417a, 4426, 4479, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 472, 490, 526g, 526p, 1333, 50 U. S. C. 1275; 46 CFR 25.5-1, 26.3-1, 27.3-1, 34.5-1, 61.13, 77.13, 95.13, 114.15)

STRUCTURAL INSULATION

Approval No. 164.007/26/0, "Fiberglas Insulation PF-CG", glass wool type structural insulation identical to that described in National Bureau of Standards Test Report No. TG 10210-1536: FP2661 dated December 1, 1948, bats and blankets approved for use without other insulating material to meet Class A-60 requirements in a 4-inch thickness and 6 pounds per cubic foot deisity, manufactured by Owens-Corning Fiberglas Corp., Toledo 1, Ohio.

(R. S. 4417a, 4426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 369, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR Part 144)

Dated: February 1, 1949.

[SEAL] MERLIN O'NEILL, Rear Admiral, U. S. Coast Guard, Acting Commandant.

[F. R. Doc. 49-913; Filed, Feb. 7, 1949; 8;54 a.m.; 14 F. R. 547, Feb. 8, 1949.]

Approval of Equipment LCGFR 49-31

By virtue of the authority vested in me as Commandant, United States Coast Guard, by R. S. 4405 and 4491, as amended; 46 U. S. C. 375, 489; and section 101 of the Reorganization Plan No. 3 of 1946 (11 F. R. 7875, 60 Stat. 1097), as well as the additional authorities cited with specific items below, the following approvals of equipment are prescribed and shall be effective for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by proper authority:

LIFEBOATS Approval No. 160.035/214/0, 20.0' x

6.5' x 2.67' aluminum, oar-propelled lifeboat, 20-person capacity, identified by Construction and Arrangement Dwg. No. 20-2 dated December 24, 1947. and revised December 27, 1948. submitted by the Marine Safety Equipment Corp., Point Pleasant, N. J. (R. S. 4417a, 4426, 4481, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 474, 481, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.13, 76.16, 94.15, 113.10)

TELEPHONE EQUIPMENT, SOUND POWERED

Approval No. 161.005/37/1, Sound powered telephone station with internal ringer, selective ringing, common talking, dripproof, bulkhead mounting, Types 2, 8, and 17, Dwg. No. 70-525, Alt. 3, manufactured by Henschel Corp., Amesbury, Mass. (Supersedes Approval No. 161.005/37/0 published in the Federal Register August 28, 1948.)

(R. S. 4417a, 4418, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended, 46 U. S. C. 367, 391a, 392, 404, 1333, 50 U. S. C. 1275; 46 CFR 32.9-4, 63.11, 79.12, 97.14, 116.10)

SAFETY VALVES

Approval No. 162.001/96/0, Series 200-E-101, steel body pop safety valve, exposed spring, fitted with ventilated spring cover, expanded outlet, 600 pounds per square inch pressure rating, 750° F, maximum temperature, Dwg, No. P-20125, approved for sizes 1½'', 2'', 2½'', 3'', and 4'', manufactured by Marine & Industrial Products Co., 1526 Vine Street, Philadelphia 2, Pa.

Approval No. 162.001/97/0, Series 210-E-101, steel body pop safety valve, exposed spring fitted with ventilated spring cover, equal outlet and inlet, 600 pounds per square inch pressure rating, 750° F. maximum temperature, Dwg. No. P-20125, approved for sizes 1½", 2", 21½", 3", and 4", manufactured by Marine & Industrial Products Co., 1526 Vine Street, Philadelphia 2, Pa.

Approval No. 162.001/98/0, Series 5-102, bronze body pop safety valve, enclosed spring, 300 pounds per square inch maximum pressure, 450° F.

maximum temperature, Dwg. D-5-102, approved for sizes 112", 2", 216' and 3", manufactured by Marine & Industrial Products Co., 1526 Vine

Street, Philadelphia 2, Pa.

Approval No. 162,001/99/0, Series 5-101, bronze body pop safety valve, enclosed spring, 150 pounds per square inch maximum pressure, 366° F. maximum temperature, Dwg. No. 5-101, approved for sizes 11/2", 2", 21/2", and 3", manufactured by Marine & Industrial Products Co., 1526 Vine Street, Philadelphia 2, Pa,

Approval No. 162.001/100/0, Series 5, bronze body pop safety valve, enclosed spring, screwed inlet and outlet, 30 pounds per square inch maximum pressure, 366° F. maximum temperature, limited to installation on heating boilers and evaporators, not permitted on power boilers, Dwg. No. D-5L-21/2, approved for sizes 34" 114", 11/2", 2", 21/2", and 3", manufactured by Marine & Industrial Products Co., 1526 Vine Street, Philadelphía 2, Pa.

R. S. 4417a, 4418, 4426, 4433, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U.S. C. 367, 391a, 392, 404, 411, 1333, 50 U.S.C. 1275, 46 CFR Part 52)

BACKFIRE FLAME ARRESTERS FOR CARBURETORS

Approval No. 162.015/8/1, Model No. C175-11, backfire flame arrester for carburetors, identified by Assembly Dwg. No. C175-11 dated April 13, 1946. manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/8/0 published in Federal Register July 31.

Approval No. 162.015/9/1, Model No. C175-11A, backfire flame arrester for carburetors, identified by Assembly Dwg. No. C175-11A dated May 19, 1946. manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162,015/9/0 published in Federal Register July 31, 1947.)

Approval No. 162.015/10/1, Model No. B175-19A, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-19A dated July 25, 1945, and altered July 25, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/10/0 published in Federal Register July 31, 1947.)

Approval No. 162.015/12/1, Model No. B175-17, backfire flame arrester for carburetors, identified by undated Assembly Dwg. No. B175-17, altered July 24, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich.

Supersedes Approval No. 162.015/12/0 published in the Federal Register July 31, 1947.)

Approval No. 162,015/13/1, Model No. B175-14, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-14 dated May 9, 1946, and altered July 24, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/13/0 published in the Federal Register July 31, 1947.)

Approval No. 162.015/14/1, Model No. B175-12, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-12 dated May 6, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/14/0 published in the Federal Register July 31, 1947.)

Approval No. 162.015/15/1, Model No. B175-12A, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-12A dated May 13, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/15/0 published in the Federal Register July 31, 1947.)

Approval No. 162.015/16/1, Model No. B175-13B, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-13B dated May 14, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162,015/16/0 published in the Federal Register July 31, 1947.)

Approval No. 162.015/17/1, Model No. B175-13, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-13 dated May 7, 1946. manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/17/0 published in the Federal Register July 31, 1947.)

Approval No. 162.015/18/1, Model No. B175-13A, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-13A dated May 13, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/18/0 published in the Federal Register July 31,

Approval No. 162.015/19/1, Model No. B175-16, backfire flame arrester for carburetors, identified by Assembly Dwg. No. B175-16 dated May 8, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit, Mich. (Supersedes Approval No. 162.015/19/0 published in the Federal Register July 31, 1947.)

(54 Stat. 165, 166; 46 U.S. C. 5261, 526p; 46 CFR 25.6-1, 26.4-1, 27.4-1)

DECK COVERING

Approval No. 164.006/37/0, "Houston Seaco Decking," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG10230-11; FP2686 dated January 26, 1949, approved as meeting Class A-60 requirements in a 11/2-inch thickness, manufactured by A. H. Houston & Co., Inc., 11 Broadway, New York 4, N. Y.

(R. S. 4417a, 4426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367. 369, 391a, 404, 463a, 1333, 50 U.S.C. 1275; 46 CFR 164.006)

CHANGE OF MANUFACTURER'S NAME

The name of "Welin Davit and Boat Division of American Steel & Copper Industries, Inc.," has been changed to "Welin Davit and Boat Division of Continental Copper & Steel Industries. Inc," for all approvals issued to that company under the general headings "Buoyant Apparatus," "Winches, Lifeboats," "Davits, Lifeboat," "Mechanical Disengaging Apparatus (for Lifeboats)," "Hand-Propelling Gear, Lifeboat," and "Lifeboats."

Dated: February 15, 1949. [SEAL] J. F. FARLEY. Admiral, U. S. Coast Guard. Commandant.

[F. R. Doc. 49-1297; Filed, Feb. 18, 1949; 8:49 a. m.; 14 F. R. 780, Feb. 19, 1949]

FUSIBLE PLUGS

The marine engineering regulations and material specifications require that manufacturers submit samples from each heat of fusible plugs to the Commandant for test prior to plugs manufactured from the heat being used on vessels subject to inspection by the Coast Guard. A list of approved heats which have been tested and found acceptable during the period from January 15, 1949, to February 15, 1949, is as follows:

The Lunkenheimer Co., P. O. Box 360, Annex Station, Cincinnati 14, Ohio. Heats Nos. 327 to 329, inclusive.

H. B. Sherman Manufacturing Co., 22 Barney Street, Battle Creek, Mich. Heats Nos. 676 and 678 to 681, inclu-

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from January 25, 1949, to February 25, 1949, inclusive, for use on board vessels in accordance with the provisions of Part 147 of the Regulations Governing Explosives or Other Dangerous Articles on Board Vessels are as follows:

Standard Oil Co. (Indiana), 910 South Michigan Ave., Chicago 80, Ill. Certificate No. 265, dated January 31, 1949, "Superla Aerosol Insect Killer."

Virginia Smelting Co., West Nor-folk, Va. Certificate No. 266, dated February 7, 1949, "Lethalaire V-21 Formula."

Innis Speiden & Co., 117 Liberty St., New York 6, N. Y. Certificate No. 267, dated February 14, 1949, "Iscomist Aero Deodorant Bomb." Certificate No. 268, dated February 14, 1949, "Iscomist Aero Bomb Formula No. 316." Certificate No. 269, dated February 14, 1949, "Iscomist Aero Bomb Formula No. 300."

Nu Steel Co., 1714 South Ashland Ave., Chicago, Ill. Certificate No. 270, dated February 15, 1949, "Brite-N-Nu." Certificate No. 271, dated February 15, 1949, "Lac-O-Nu."

AFFIDAVITS

The following affidavits were accepted during the period from January 15 to February 15, 1949:

Ace Foundry Co., 11 Wilkinson Avenue, Jersey City 5, N. J. Castings. American Meter Co., Inc., 401 North Broad St., Philadelphia 8, Pa. Fittings.

Blackburn-Smith Mfg. Co., Inc., 95 River St., Hoboken, N. J. Valves.

Christy Corp., Iowa St., Sturgeon Bay, Wis. Flanges. Crane Co., 836 So. Michigan Ave.,

Chicago 5, Ill. Flanges.

Daniel Orifice Fitting Co., 3352 Union Pacific Ave., Los Angeles 23, Calif. Valves and fittings.

Meadville Foundry Co., 986 N. French St., P. O. Box 208, Meadville, Pa. Castings.

Pennsylvania Electric Steel Castings Co., P. O. Drawer No. 267, 3rd and Arch Streets, Hamburg, Pa. Castings. Star Brass Works, 810 First Avenue

South, Seattle, Wash. Valves and fittings.

Walworth Company, Inc., 60 East 42nd St., New York 17, N. Y. Flanges. New York Shipbuilding Corp., Camden, N. J. Valves, flanges, pipe fittings, and forgings.

ELECTRICAL APPLIANCES

The following list supplements that published by the United States Coast Guard under date of May 15, 1943, entitled Miscellaneous Electrical Equipment Satisfactory for use on Merchant Vessels, as well as subsequently published lists and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use, but should not be so considered until the item is examined and

listed by Coast Guard Headquarters. Before listings of electrical appliances are made it is necessary for the manufacturer to submit to the Commandant (MMT), United States Coast

Guard Headquarters, Washington 25. D. C., duplicate copies of a detailed assembly drawing, including a material list with finishes of each corrosive part of each item.

	Locatio	n apparat	us may b	e used	
Manufacturer and description of equipment	Passenger and crew quarters and pub- jie spaces	Machin- ery, cargo, and work spaces	Open decks	Pump rooms of tank vessels	Date of action
Branham, Mareek & Duepner, Inc., Minneapolis, Minn.: Fluorescent lighting unit, semidirect diffusing overhead					
mounted, 2 20-watt lamps, nonwatertight, dwg. No. 7611, Alt. 0	×.	-			1/(3/49
The Dayton Mig. Co., Dayton, Ohio: Bracket light, types A, B & C, (B-5250-C), nonwater- tight, 1 40-watt lamp max., dwg. No. 48D555, Chg. B.	x				1/4/40
The Electric Tachometer Corp., Philadelphia, Pa.: Shaft revolution transmitter and counter, type TM-4-AC, dwg. No. 1550, Alt. 0	2	20			******
Shaft revolution transmitter and counter, type	4	x			1/5/49
Shaft revolution transmitter and counter, type TM-4-AC, dwg. No. 1531, Alt. 0. Shaft revolution indicator with illumination, type IC-B,	x	· K		main.	1/5/49
dwg, No. 1552, Alt. 0	X.	X	Cobbi	120000	1/5/49
Shaft revolution indicator with Illumination, type IC-BH, dwg. No. 1553, Alt. 0	x	X.			1/5/49
Shaft revolution indicator without illumination, type IC-B, dwg, No. 1554, Alt. 0	x	x	Correction		1/5/49
Shaft revolution counter and indicator with illumination, type IC-2B, dwg. No. 1558, Alt. 0	1	x			1/5/49
type IC-2B, dwg, No. 1558, Alt. 0 Shaft revolution counter and indicator without illumination, type IC-2F, dwg. No. 1566, Alt. 0	x	x			1/5/49
Shall revolution counter and indicator without illuming.	4		comme		100.00
tion, type IC-2FH, dwg. No. 1568, Alt. 0 Manitowoc Shipbuilding Co., Manitowoc, Wis.:		x	1-1-1-1	***********	1/5/49
60-watt lamp max., dwg. No. 63792, Alt. L	x	x		,	1/28/49
Pin point down light, nonwatertight, 1 60-watt lamp max, dwg. No. 1314, Alt. 2	x		0	-	1/17/49
Table lamp, nonwatertight, 2 60-watt lamps max., dwg. No. 616, Alt. 1	x	1			1/19/19
Colling light 10% Alamatan mammatartish a comment	x				1/19/49
lamps max., dwg. No. 1230, Alt. 1 Russell & Stoll Co., Inc., New York, N. Y.; Switch, nonwatertight; cat. No. 3161 MC, single pole, 10A, 125V; cat. No. 3162 MC, double pole, 10A, 125V; cat. No. 3163 MC, 3-way, 10A, 125V; and cat. No. 3164 MC, 125V, dwg. No. F-815, Alt. 7. Receptacle, nonwatertight, cal. No. 3165 MC, 15A, 125V, dwg. Vo. F-816, 418, 7.					3,100
MC, 4-way, 5A, 125V, dwgs, No. F-7845, Alt. 7 Receptacle, nonwatertight, cal. No. 3165 MC, 15A, 125V				1	9/29/48
			-		0/29/18
Receptable, 2-gang, nonwatertight, cat. No. 3166 MC, 15A, 125V, dwg. No. F -9034, Alt. 2. Switch, nonwatertight, 3-gang; cat. No. 3191—3 single pole 10A, 125V; cat. No. 3192—3 double pole, 10A, 125V;	x	-0.00		inner	9/29/48
poir 10A, 126V; cal. No. 3102-3 double poie, 10A, 125V; cat. No. 3194-3 4-way, 10A, 125V, dwg. No. F-9641, Alt. 2. Switch, nonwatertight, 2-gang; cat. No. 3181-2 simple poie, 10A, 125V; cat. No. 3182-2 double poie, 10A, 125V; cat. No. 3183-2 3-way, 10A, 125V; cat. No. 3184-2 4-way, 5A, 125V, dwg. No. F-9640, Alt. 2. Lecontacle, 3-gang nonwatertight 15A, 125V, cat. No. 10A, 10A, 10A, 10A, 10A, 10A, 10A, 10A,	x		ستندسا	120-111	0/29/48
rat. No. 3183—2 3-way, 10A, 125V; cat. No. 3184—2 4-way, 5A, 125V, dwg. No. F-9640, Alt. 2	*				9/29/18
other done No E ment the d	x				0/29/18
Switches, single-pole, 10A, 125V, and double receptacle, 15A, 125V, nonwatertight, rat. No. 3188 MC, dwg. No. F-9637, All. 1					4.000
F-9637, Alt. 1 Switch and receptacle combinations, nonwatertight, cat. No. F-8073A-2 receptacles, 15A, 125V; cat. No. F-8073B-1 receptacle, 15A, 125V and 1 single-pole switch, 10A, 125V; cat. No. F-8073C-2 switches, single-pole, 10A, 125V; cat. No. F-8073C-2 receptacles,	x	L (1-1-1)	Letter And		0/29/48
F-8073K—1 receptacle, 15A, 125V, and 2 switches, single-pole, 10A, 125V; cat. No. F-8073G—3 receptacles, 15A, 125V; cat. No. F-8073H—3 switches, 10A, 125V; cat. No. F-8073H—1 switch, 10A, 125V; cat. No. F-8073K—1 receptacle, 15A, 125V, dwg. No. F-8073K—1					obolis.
The Simes Co., College Point, L. I., N. Y.	*		1		9/29/48
Ceiling down light, type D-7, nonwatertight, I 100-watt lamp max, dwg. No. 4882, Alt. 0. Ceiling down light, type D-7, nonwatertight, I 100-watt lamp max, dwg. No. 43883, Rev. 0.	- 1		harment :		1/12/19
Celling down light, type D-7, nonwatertight, I 100-watt	× .				1/12/49
Ceiling light, type No. 16, nonwatertight, 4 60-watt lamps max., dwg. No. 43630, Rev. 12/20/48					
Deck fixture, type No. 17, nonwatertight, 2 100-watt	4		*********		1/14/49
Deck fixture, type No. 17, nonwatertight, 2 100-watt lamps max., dwg. No. 43985, Rev. 12/20/48. Trumbull Electric Mfg. Co., Inc., Plainville, Conn.: Lighting distribution panel, dripproof, 4, 5, 8, 10, 12, 14, 16, 18, and 26 circuit panels, 3/2W 250/125 volts D. C.	X				1/14/49
and 2/2W 125 volts.	2	*		*******	1/26/49

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING JANUARY 1949

DECK OFFICERS

				Re	gion					
	Atlanti	ie coast	Gulf	coast	Great La		Pacific	e const.	То	otal
	0	R	0	R	0	R	0	R	0	R
Oceant Constwise Oreat Lakes B. S. & L Rivers	17 6 14 1	109 11 3 45 5	11 6	32 1 3 8	6	6 1 24 1 22	20 2 4 1	81 1 2 13 2	48 14 6 20 8	228 14 29 62 37
Chief mate	30	35 4	8	5 1		1	-15	12	23	53
Second mate Ocean Constwise	29	30 2	7	12		2	11	14	47	58
Third mate Coustwise	13	52 2	3	11		10	15	13	31	86
Mate	**************************************	2	i	3	7	12	<u>2</u>	2	2 9	4
Pilots B, S, L & R.	74	126	15	22	55	75	20	62	173	285
Muster Uninspected vessels	and the same						8	1	8	1
MateUninspected vessels	******						4	*********	4	**********
TotalGrand total	184	426	53 12	98	74 22	S 154	112	203	423 1,3	881

ENGINEER OFFICERS

Total Grand total	104	358	30	05	23	86	67	89	224	741
Uninspected vessels {Chief engineer	3				********	*********	5 5	**********	8 5	
Unlimited Limited	5	38	1	5	********	7	3	24	8	74
Unlimited Limited Third assistant engineer:	4 3	3	i	1	1		7	2	11	7
Motor. Second assistant engineer:	1 3	4		2	3		5	1	11	7
Chief engineer: Unlimited Limited First assistant engineer:	2 8	20 28	·····i	4 4	1 2	17	4 7	17 15	18	42 54
Limited	5.	50	5	12	1	9	9	17	19	88
Second assistant engineer: Unlimited Limited Third assistant engineer:	31	45 1	9	9	3 2	5 4	7	34	50 2	93
Continued Limited	17	32 1	7	8 3	6	2 3	s	36	32 6	78
Chief engineer: Unlimited Limited First assistant engineer;	22	92 41	5	20 6	4	10 33	5	68 6	32 6	190 86

ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF JANUARY 1949

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Region	Staff	Contin- uous dis- eharge book	United States merchant mariner's docu- ments	AB any waters un- limited	AB any waters 12 months	AB Great Lakes 18 months	AB tugs and tow- boats any waters	AB buys	AB sea- going barges	Life- boat- man	Q. M. E. D.	Radio opera- tora	Certifi- eate of service	Tunker man
Atlantic coast Gulf coast Pacific coast Great Lakes and rivers	40 3 14	14	689 201 507 59	210 52 77 15	121 28 81 25	3 3 10	1	1		273 26 229 23	155 40 109 35	5 3 4	543 187 415 44	11 14 12
Total	57	14	1,456	354	255	16	1	1	0	551	339	12	1, 189	45

¹² months, vessels 500 gross tons or under not carrying passengers.
Note,—Columns 4 through 14 indicate endorsements made on United States merchant mariner's documents.

WAIVERS OF MANNING REQUIREMENTS FROM JAN. 1 TO JAN. 31, 1949

Region	Number of vessels	Deck offi- cers sub- stituted for higher ratings	Engineer officers substituted for higher ratings	Able sea- men sub- stituted for deck officers	Ordinary seamen substituted for able seamen	Qualified members of engine de- partment substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine de- partment	Wipers, coal passers or cadets sub- stituted for engineer officers	Ordinary seamen or cadets sub- stituted for deck officers	Total
Atlantic coast	9 1 9	2	i	***************************************	7 2 3		6 5		<u>1</u>	13 2 12
Total	19	2	4		12		11		1	27

Note.—In addition individual waivers were granted to permit the employment of 20 able seamen holding certificates for "any water—12 months" in excess of the 50 percent authorized by general waiver.

CREW SHORTAGE REPORTS FROM JAN. 1 TO JAN. 31, 1949

Region			Ratings in which shortages occurred											
	Number of vessels	Chief mate	Second mate	Third mate	Rudio	Able seamen	Ordi- nary seamen	Chief engi- neer	First engi- neer	Second engi- neer	Third engi- neer	Qualified member engine de- partment	wiper	Total
Atlantic coast	1	i				1			1					
Great Lakes	6					1	1				2	3		4
Total	9	1				2	1		t		2	3		1

Distribution (SDL 36):

A: a, b, c, d (2 ea,); remainder (1 ea.). B: c (14 ea.); g, 1 (5 ea.); f (4 ea.); e, h (3 ea.); d (2 ea.); remainder

List 141M.

(1 ea.). C: All (1 ea.).

D: All (1 ea.). E: 1, m (1 ea.).